

Round 5 Proposed Changes Webinar Questions/Comments

November 22, 2021

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Where do the estimates for the increased users come from?

Estimates for Non-SOV users are part of the congestion analysis. For bicyclists it is based on a percentage of traffic volume. For pedestrians it is based on the population density around proposed project. For transit - based on ridership estimates.

Normalized to what? The absolute largest biggest?

How did we get the 8.7 value for Non-SOV used based point?

SMART SCALE score are normalized against the highest measure in the cohort.

More specifically, is the normalization total quantity based or more of a per capita, per passenger and/or per VMT basis? It makes a big difference benefits and policy wise if the normalization is per something (i.e. per \$, per person, per x, y or z) rather than total \$, total delay etc.

Comment - Mark McCaskill - Respectfully, the Secretary of Transportation's office should reconsider normalizing to a per/unit versus a total quantity. This has substantial economic research and theory behind it, for example, the importance of marginal benefits and marginal costs in economics. Marginal = cost or benefit per the next unit "i.e. at the margin."

Some (most) measures do have a per/unit value, and then those measures are normalized.

- C.1 - Increase in Peak Period Person Throughput (per person)
- C.2 - Reduction in Peak Period Delay (person hours)
- S.1 - Reduction in Fatal and Injury Crashes (Equivalent Property Damage Only (EPDO) Crashes)
- S.2 - Reduction in Fatal and Injury Crash Rate (EPDO per 100M Vehicle Miles Traveled VMT)
- A.1 - Increase in Access to Jobs (jobs per resident)
- A.2 - Increase in Access to Jobs for Disadvantaged Populations (jobs per resident)
- A.3 - Increase in Access to Multimodal Travel Choices (adjusted users)
- ED.1 - Square Feet of Commercial/Industrial Development Supported (square feet)
- ED.2 - Tons of Goods Impacted (daily tons)
- ED.3 - Improvement to Travel Time Reliability (buffer time index)
- E.1 - Potential to Improve Air Quality (adjusted points)
- E.2 - Impact to Natural and Cultural Resources (acres)

- L.1 - Support of Transportation - Efficient Land Development (access * pop/emp density.h)
- L.2 - Support of Transportation -Efficient Land Development (access * pop/emp density change)

Does "ROW/Easement acquisition required" mean that all projects that require any such acquisition are Tier 2? Even if that project is a sidewalk, for example?

Change from verbal answer in webinar – If R/W purchase is required the project would be considered a Tier 2

Were wetlands listed in the E2 impacts?

Yes

As a locality, access to PCES and other VDOT applications is extremely hard to get or maintain. VITA and my helpdesk point to each other as to why I am unable to access PCES and other programs. I am able to access Smart Scale easily. Is there any thought as to how to make it easier for localities to access VDOT programs?

Mitch Ball (VDOT Cost Estimating Office) - This is a long standing issue and we are aware of it. We are working on some solutions to this issue. Due to the IT and many other constraints, this will take some time and we request everyone's patience as we work to update this system.

Additional Cost Estimating Information from VDOT

- The updated Cost Estimate Workbook should be released in the very new future. It is being updated to align with VDOT's new Risk Based Estimating and clarify a few previously identified consistency concerns. The updated CEWB will include a User's Guide. Both the updated CEWB and the User's Guide will be posted in VDOT's public facing website. ETA (Early December 2021).
- Day In Person In Depth Training - (Winter of 2022): We are planning to include 10 +/- modules in this 2-Day Course. One of these modules deals specifically with the CEWB. The training will be provided and coordinated in each of the nine districts. We will allocate a certain amount of space per district to our localities and our consultant partners. My office is coordinating directly with each district's DPDE.

Are UDA needs now part of the 2021 VTrans Mid Term Needs Layer?

Refer to Interact VTRANS - <https://vtrans.org/interactvtrans/map-explorer>

Comment - John Harman - Glad to see more emphasis on Cost estimating. That was problem on earlier Smart Scale Rounds locking in low estimates. Other estimates are recommended than PCES.